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CENTRAL INTELLIGENCE AGENCY REPORT NO.

25X1A2g

INFORMATION REPORT

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(LISTED BELOW)

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SUPPLEMENT TO
REPORT NO.DATE OF II
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25X1A2g This report, which is a continuation of [REDACTED] lists shipments of the Soviet controlled Vienna transport firm Juschwneschtrans, during March 1949.

Juschwneschtrans handled an average of 30 carloads per day of transit food shipments from Maspes, Hungary, to Belgium, Holland, and Germany. The transport costs of these shipments were paid to the Hungarian border by Maspes and in schillings from the Hungarian border to Passau by Juschwneschtrans. In addition to the transport costs, Juschwneschtrans received approximately four dollars per carload for drawing up new bills of lading from Vienna to Passau and for obtaining approval for the shipments from the Imperial. After the beginning of March the number of [REDACTED] Juschwneschtrans declined from 30 per day to 5 or less. [REDACTED] mentioned Austrian customs transit food shipments still go as international freight. Bills of lading are in the Intercontinentale, Vienna I, Deutschmeisterplatz 4, Sued-Ost Spedition, Vienna I, Schwarzenbergstrasse 1-3, and Schenker [REDACTED] Company. Source believes it possible that these companies have offered the Hungarian transport firm Maspes better freight rates, but DONETZHUBER is under the impression that Maspes officials have been bribed and is bringing the matter to the attention of the Soviets in the hope that Juschwneschtrans can regain its monopoly. In this connection, source has observed that all recent shipments from Bulgaria and Yugoslavia of products included in official trade treaties have been handled by Schenker [REDACTED] Company, Sued-Ost Spedition, and Internationale Transport Hans Raab, Vienna V, Rechte Wienzeile 2a, rather than by Juschwneschtrans.

1. Export Shipments handled by Juschwneschtrans

The volume and nature of the traffic to the USSR could not be observed carefully by source during March, but he has ascertained that they tended to increase during the month to the December level, perhaps in connection with the fulfillment of quarterly planned shipments to the USSR from USIA enterprises. During

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bricken were either held or reshipped by rail. During the last half of March, however, clearing out of accumulated stocks at the warehouse began and new shipments were forwarded there for transfer to Ismail, ~~USSR~~, by barge. Unless otherwise specified, shipments to the USSR were by rail via Mukachevo.

USSR
25 transformers, each weighing 800 kilograms, from AEG-Union, Vienna XXI.

30 electric motors, each weighing 800 kilograms, from Siemens-Schuckert, Engerthstrasse plant.

300,000 light bulbs, 60 and 200 watts, from Osram.

19 gasoline engines (Benzinaggregat).

96 rolls of ~~ground~~ ^{ground} cable (Erdkabel), 48.5 kilometers in length, from Wiener Kabel-Werke. Shipped via DDSG.

7 tons of scythes from the Gustav Zeillinger factory, Tuernitz, Lower Austria.

20 transformers, each weighing 800 kilograms, from Siemens Engerthstrasse. Shipped via DDSG.

50 electric motors, weighing 440 kilograms each, from AEG-Union.

100 voltmeters and ammeters from C.P. Goerz by air from the Warslau airfield to Moscow.

30 winches from Rax-Werke G.m.b.H., Wiener-Neustadt.

30 winches from Nußbelungen-Werke, St. Valentin.

10 winches from the Leobersdorfer Maschinenfabrik.

10 winches from the Floridsdorfer Lokomotiv-Fabrik.

3 large excavators, weighing approximately 25 tons each, from the Leobersdorfer Maschinenfabrik.

8 commercial washing machines, 800 kilograms each, from Strakosch ^{and} Boner. Shipped via DDSG.

272 tons of granite paving blocks from the granite works in St. Georgen a.d. Gusen.

100,000 square meters of glass from Erste Oesterreichische Maschinglasindustrie, Brunn a. G.

60 tons of school note books from Croellwitz-Obermuhl Fabrik, Obermuhl a/d/ Donau.

12 tons of leather lacquer from Harbig Haarhaus, Voesendorf. Shipped via DDSG.

20 tons of circular saws from Peter Grinzler Company, Ybbsitz ^{Market}, Lower Austria.

100 tons of dairy equipment from the USIA warehouse at Wiener Neudorf to a dairy in Dnepropetrovsk.

5.5 tons of rayon fabric from Alt-Erlaer Faerberei, Vienna, to Exportiljon, Moscow.

b. Eastern Germany

50 carloads of structural steel dismantled at Wiener-Neustadt and other USIA plants, to Derutra, Berlin. This traffic has averaged 20-25 carloads per week and will continue at the same rate at least until June 1949.

500 tons of cast iron piping (Gussrohre) in 1.5 meter lengths, from the SMV warehouse at Moosbierbaum to Derutra, Berlin.

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to Siemens, Berlin. This shipment
was made by a Viennese firm, and entirely new papers were made out by
Juschweschtrans from the transhipment to Berlin.*

3 concrete mixers from the ~~M~~ittelungenwerk, St. Valentin, addressed to the
Eisenbahndirektion, Dresden, care of Captain KASCHIN, Chemnitz Hartau.**

8 cement mi
Car

Lumber from Siemens - Schuckert

55 electric motors, 1.4 Kw, to Derutra, Berlin from Siemens Siemensstrasse

C. Czechoslovakia

500 cubic meters of pit props from the USIA factory estates at Allenstein, Lackenbach, and Grafenegg to Metrans, Ceske Velenice. According to a Juschweschtrans employee in charge of lumber shipments, Juschweschtrans handled approximately 80 carloads of pit props and milled lumber each week during March, which were shipped both to Hungary and to Czechoslovakia. From Czechoslovakia, the lumber was re-routed to Italy and Belgium.

1,400 tons of scrap from various USIA warehouses to the Czechoslovak Ore Directorate in Trinec.

2 electric motors, 75 Kw, 380/220 volts, from Brown-Boveri Werke, Vienna, to the Ore Directorate in Prague for the Vlachov mines.

200 tons of newsprint from Croellwitz Obermuehl Fabrik to Metrans, Ceske Velenice.

d. Hungary

2,000 cubic meters of pit props from USIA forestry estates at Allenstein and Lackenbach. Half of this shipment was delivered to the Felsbogalla, Hungary, mining area and the other half to Masped at the Hungarian border station of Hegyeshalom. The pit props were delivered by USIA as part of a compensation deal for sugar. See paragraph 2 e below.

Bulgaria

20 tons of cold drawn band iron from Gebr. Boehler to Despred, Sofia. The shipping papers indicated that this was a new order and that the terms of 1948 orders had been completed.

30 t

tractors weighing 180 tons to Maschino Import, Sofia.

A determined number of electric cables from Wiener Kabelwerke and electric motors from Siemens-Schuckert also went to Bulgaria.

Yugoslavia

of hand tools from Gebr. Boehler to the Transjug Company in Celje.

2. Agents handled by Juschweschtrans

100 sacks of pthalic anhydride (Phtalsäureanhydrid) in 500 sacks from the Buna-Werke in Schkopau, Eastern Germany, to the Chemical Department of USIA.

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Chemical Department in the papers covering the shipment. The shipment was deposited in the USIA warehouse in Atzgersdorf.

396 tons of quartz sand from the nationalized plant Ostglas, Hohenbocka, Lausitz, Eastern Germany, to the Erste Oesterreichische Maschinen-glasindustrie, Brunn a. S.

50 tons of copper wire, 0.5 mm to 1.1 mm in diameter, from Wismut A.G., Chemnitz. The shipment, packed in plywood cylinders, was shipped deposited at the DDSG warehouse at Zwischenbruecken. In the same shipment came one 20-kilogram box of enameled wire and three 20-kilogram boxes containing ammeters and voltmeters. The destination of this equipment was unknown.

b. Belgium

3 tons of f

Commercial Bureau of USIA.

310 tons of electrolytic copper cathodes in 10,000 plates, each approximately two feet in length, from the Société Générale Métallurgique de Hobom, Société Anonyme, Division Rafolene. The shipment was loaded at Oolen, Belgium, and reached Vienna on 9 March via Aachen and Passau. In Belgium the shipment was handled by Ziegler and Company, 162 Rue Dieudonne Lefèvre, Brussels, and was addressed to Schenker and Company, Vienna IV, with the notation "For Use in Austria" on the bill of lading. Other than an order number, nothing appeared on the shipping papers which indicated the ultimate destination of the shipments. Schenker and Company turned the copper over to Juschweschtrans who cleared it through customs, obtained a certificate of Soviet ownership, and unloaded it at the USIA warehouse in Enzesfeld.***

34 tons of copper wire 2 to 3 mm in diameter, from Neptun, Antwerp, to the Electrical Industry Department of USIA. The shipment was addressed in the same manner as the copper cathodes above, and was unloaded by Juschweschtrans at the DDSG warehouse in Zwischenbruecken.****

120 tons of electrolytic copper cathodes shipped by sea from Antwerp to Genoa, from where they were transshipped directly to Juschweschtrans in Vienna by the Alpina Maritima Company, Genoa. The copper was unloaded and stored at both the DDSG warehouse in Zwischenbruecken and the USIA warehouse in Enzesfeld. There was nothing in the papers covering the shipments to indicate the country of origin except that the blanks were printed in Belgium and were identical with those accompanying the above shipment of 310 tons of copper cathodes shipped via Passau.*****

An unspecified amount of raw rubber from Birmingham, England, shipped to Schenker and Company, Vienna, via Antwerp. At least one carload of the rubber went from Antwerp to Genoa and was transshipped to USIA by Alpina Maritima. The shipping papers carried the notation "For Use in Austria", but there was nothing to indicate the country of origin, except for the fact that the blanks were printed in England.*****

c. Bulgaria

Before Juschweschtrans releases a carload of foodstuffs or cigarettes shipped by Bulgarian or Yugoslav importers for sale on the black market, it must receive a certificate of Soviet ownership from APO 75379, signed by Major GLUCHENKO. The signature is carefully scrutinized by Juschweschtrans and, if genuine, a Juschweschtrans stamp is placed on the back of the certificate which specifies to which Soviet or satellite warehouse the goods are to be delivered. In the opinion of source, this procedure indicates that illegal imports of food into Austria are carefully controlled by the Soviets. Unless otherwise indicated, each of the carloads below averaged 10-20 tons, was addressed to Soviet APO numbers, and delivered either to Soviet warehouses or to Bulgarian warehouses in Vienna.

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5 carloads of apples

3 carloads of eggs

1 carload of sugar and cocoa

1 carload canned meat

1 carload canned vegetables

3 carloads of wine

2 carloads of flour weighing 15 tons each

1 carload of nuts

1 carload of lard

1 carload of bacon

1 carload of dressed chicken

2 carloads of pork

3 carloads of cheese

d. Yugoslavia

Unless otherwise indicated, each of the carloads below averaged 15-20 tons, were addressed to Soviet APO numbers, and delivered either to Soviet warehouses or to Yugoslav warehouses in Vienna.

1 carload of crackers

2 carloads of peanuts

1 carload of dried prunes

1 carload of figs

3 carloads of fresh pork weighing eight tons each

5 carloads of beef weighing eight tons each

2 carloads of canned meat

2 carloads of cauliflower

16 tankcars of pure alcohol, each weighing 16 tons, to the ⁴⁶ ~~Wolfrum~~ Liquor
~~Wolfrum~~, Vienna

1 carload of beef fat

2 carloads cheese

1 carload eggs

1 carload of cigarettes

e. Hungary

1 carload of cheese

7 carloads of sugar from Maspes, Budapest

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The last two shipments were addressed to Juschwmeschtrans, attention General Director POPOV. On the bills of lading it was stated that the sugar was in compensation for delivery to Hungary of pit props. See paragraph 1 d above. The two shipments were unloaded at the DDSG warehouse in Zwischenbruecken and, on 22 March, were delivered to a Soviet troop transport of 45 cars, apparently to be used to feed the men. This transport consisted of troops, dependents, baggage, furniture, office equipment, and two or three carloads of livestock.

f. Italy

3 carloads of oranges, each weighing 12 tons

1 carload of raisins

3. Transit shipments handled by Juschwmeschtrans

3 carloads of ball bearings from Fiat, Turin, Italy, to Mukachevo.

5 Diesel motors, weighing 15 tons each from Fiat, Turin, Italy, to Derutra, Berlin.

37 tons of ball bearings from Fiat, Turin, Italy, to Moscow. The bills of lading do not indicate the size of the bearings.***

18 tons, 11 items, of machine tools including at least one large lathe from Fiat, to Derutra, Berlin.***

3 carloads of dismantled iron machinery from Danzas & Cie., Buchs, to the USSR.

1 carload of rayon thread from Danzas & Cie., Buchs, to the USSR.

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25X1A2g [REDACTED] Comment: This shipment, which may have originated in the A.R. Miller Grafitwerke, was previously reported by the same source in [REDACTED]. Source commented that, in view of the manner in which the graphite was handled in Vienna, the firm in Triesten may not have been aware of the ultimate destination of the shipment.

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25X1A2g [REDACTED] Comment: The address "care of Captain KASCHIN, Dresdener Eisenbahn-direktion, Chemnitz Hartau" has been identified by other sources as that used by Wismut A.G., the Soviet procurement agency for the uranium mines in the Chemnitz area. See [REDACTED] for another report of equipment purchased in Austria by Wismut, some of which may be included in these Juschwmeschtrans shipments.

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25X1A2g [REDACTED] Comment: This shipment was previously reported by the same source in [REDACTED].

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25X1A2g [REDACTED] Comment: This shipment was reported by the same source in [REDACTED] where the quantity was erroneously listed as 24 tons of copper wire. The correct amount is 34 tons.

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25X1A2g [REDACTED] Comment: The first 29 tons of this shipment of electrolytic copper plates, which totaled 120 tons by the end of March, was reported by the same source in [REDACTED] on 17 March.

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25X1A2g [REDACTED] Field Comment: This shipment of raw rubber was reported by the same source in [REDACTED]. This may possibly have been the 30 tons of rubber from Belgium listed in [REDACTED] as an item for which an import license had been granted to USIA by the Austrian Government. Another source has reported that the Austrian Government licensed the import of 30 tons of raw rubber from England for the USIA-controlled firm Wiener Kabelwerke. The value of the import from England was given as 3,470 pounds sterling which was to be paid out of USIA's own account. It is now known whether these two licensed imports of rubber are identical or separate transactions.